

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND

CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND

SHERRY.

Before Dinner.

THE SAME.

At other times and at all times

Champagne Bitters and Whiskey is

good.

Stick to this advice and you'll

never know you have a liver.

WATKINS,
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901.

Hongkong, 3rd September, 1901.

THE

ROBINSON PIANOFORTE CO.,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901.

[953c]

CLUB WHISKY.

\$12 PER DOZEN.

F. O. S. WHISKY.

\$15 PER DOZEN.

The best value on the Market.

SOLE PROPRIETORS:

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 2nd September, 1901.

[952c]

SALE! SALE!! SALE!!!

MONDAY, Sept. 2nd and following days.

REMNANTS, ODDMENTS AND SOILED
GOODS, MUST BE CLEARED.

GREAT BARGAINS, ENORMOUS REDUCTIONS

AT

WILLIAM POWELL,
LIMITED.

Ladies' and Children's Department:-
 12 dozen Straw Hats, all Shapes 25 cents each.
 25 " Children's White Cotton Socks and Hose 25 " pair.
 10 " Sprays of Flowers 25 " spray.
 12 " Ladies' and Children's White and White with Coloured
 Stripe Hose from 30 " pair.
 8 " pairs Corsets, all Sizes
 5 " Ladies' White Gaiters and Merino Vests. Soiled Court Shoes. 31 pair.
 GENTLEMEN'S Tan Cotton Half Hose, at 35 cents pair.
 &c., &c., &c.

The above mentioned goods are only a few of the wonderful Bargains to be presented
for sale during the first week in September.

[955c]

R. G. HECKFORD, Manager.

OLD MATURED

JOHN WALKER WHISKY,

FROM THE FAMOUS

KILMARNOCK DISTILLERY.

THE FAVOURITE WHISKY IN THE OLD COUNTRY.

ASK FOR IT!

Hongkong, 2nd July 1901.

[976c]

To-day's
Advertisements.

NOTICE.

PUNJOM MINING CO., LIMITED.
 THE OFFICE of the Company has this
 day been REMOVED to No. 43,
 BEACONSFIELD ARCADE, FIRST FLOOR.
 W. H. GASKELL,
 Secretary.

Hongkong, 3rd September, 1901. [966c]

FOR SHANGHAI, CHEFOO, VLADIVO-
 STOCK, ALSO PORT ARTHUR.
 (If sufficient inducement offered.)
 THE Steamship

"PROTECTOR,"

will be despatched for the above Ports, TO-

MORROW, the 4th instant, at Noon.

For Freight, apply to-

SHEWAN, TOMES & CO.

Hongkong, 3rd September, 1901. [966c]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the

above Ports, on THURSDAY, the 5th instant,

at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.

Hongkong, 3rd September, 1901. [964c]

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

SHANGHAI.

The above Steamer having arrived, Consig-

nees of Cargo are hereby requested to send

in their Bills of Lading for Countersignature,

and to take immediate delivery of their Goods

from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

DODWELL & Co., LIMITED,

Agents.

Hongkong, 3rd September, 1901. [4]

To-day's
Advertisements.SHEWAN, TOMES & CO'S
NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA,"

Captain will be despatched for the

above Port, on or about the 13th instant.

To be followed by the

S.S. "ANAPA,"

about 15th October, 1901.

For Freight, apply to-

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 3rd September, 1901. [871c]

NOTICE TO CONSIGNEES.

S.S. "SATSUMA,"

FROM NEW YORK, STRAITS AND

MANILA.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, at

Kowloon, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 10th instant, will be

subject to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 10th

instant, or they will not be recognized.

All broken, chipped, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 13th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,

Agents.

Hongkong, 3rd September, 1901. [965c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

Per Case 1 dozen.

A.—SUPERIOR PALE DRY,

Dinner wine, Green Seal Cap-

sule \$10.80

C.—MANZANILLA, PALE

NATURAL SHERRY, White

Capsule 12.00

C.C.—SUPERIOR OLD PALE

DRY, NATURAL SHERRY, Red

Seal Capsule 12.00

D.—VERY SUPERIOR OLD

PALE DRY, choice old wine,

White Seal Capsule 14.40

E.—EXTRA SUPERIOR OLD

PALE DRY, very finest quality,

Black Seal Capsule (Old

Bottled) 20.40

In addition to wines of our own
 bottling, the following brands, bot-
 tled in Europe, have been specially
 selected, and procured from the cele-
 brated firm of Messrs. GEO. G.
 SANDEMAN, SONS & Co., of Lon-
 don and Oporto, for whom we have
 been appointed Sole Agents.

LIGHT DRY \$17.00
 SOLEIRA 25.00
 VERY PALE DRY 25.00
 FULL GOLDEN 30.00
 PALE DRY NUTTY 32.00
 FINE OLD BROWN 42.00

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 3, 1901.

NOTES AND COMMENTS.

Prince Chun and the Kaiser.

It is now very evident that the hitch

which has occurred between Prince Chun

and the German Emperor is over the ques-

tion of kowtow, or, in other words, upon a

point of etiquette. The Chinese tell us that

if Prince Chun kowtows to the KAISER,

it is equivalent to acknowledging himself to

be subject to him, which he most certainly

is not. Were China a tributary state of

Germany, then Prince Chun would have to

kowtow, but as China is an independent

State and Prince Chun happens to be a

prince of the blood, kowtowing to the Ger-

man, or any other Emperor is naturally out

of the question. According to Chinese

etiquette, we are told, no royal personage

kowtows to another, but that sometimes the

two who happen to be meeting kowtow to

each other, when of course the compliment im-

plied is mutual. Thus, say the Chinese,

if the German Emperor would kowtow to

Prince Chun at the same time, the whole
 difficulty might be overcome, but that it is
 utterly out of the question, according to
 Chinese etiquette, for one or the other to
 kowtow alone. The mere fact of
 Prince Chun kowtowing to the German
 Emperor would mean that China was
 inferior to Germany in the scale of
 nations or was a tributary state, hence the
 act of homage would be misplaced. It
 seems rather a small thing to differ upon,
 but to anyone who is aware of what a great
 importance the Chinese attach to the pre-
 servation of "face" it will be quite apparent
 that Prince Chun is, from the Chinese point
 of view, in the right. Anyhow a deadlock
 has been arrived at and we don't suppose that
 anything more can be done until one or the
 other of the two persons concerned gives
 way. A Shanghai paper, we note, talks of
 compelling Prince Chun to kowtow and be
 paraded through the streets of Berlin, but
 we fancy that our Northern contemporary
 forgets that the little contemps is taking
 place in civilized Europe and also that
 Prince Chun has not, as yet, entered the
 German dominions. Even were he in Ger-
 many itself the Emperor could not compel
 him to do anything against his will, for
 such an act would be a breach of interna-
 tional etiquette, which cannot be lightly
 disregarded.

The House-tax.

As will be seen from the letter of our
 Canton Correspondent, the new house-tax
 which is to be shortly collected from the
 people of the Two Kwangs, on the pretext
 that the money derived from it is to be
 expended in paying the indemnities de-
 manded by the various Powers, is as unpopu-
 lar as ever. The Southern Chinese fail to see
 why they should be taxed for the sins of
 their northern countrymen and they very
 pertinently argue that they have already
 paid all the indemnity demanded from
 them, referring of course, to the compensa-
 tion demanded and paid for the destruc-
 tion of mission property last year. They do
 not see that it is the whole country that is
 paying for the sins of its Government, but
 look upon this house-tax as a further in-
 demnity demanded from them for the dam-
 age done last year in Southern China, or
 as a tax for the sins of the Northerners.

It is really not very surprising to find
 them taking this view, for it must not be
 forgotten that the Southern Chinese were in
 as much danger in the North last year as
 were the foreigners. The Boxers regarded
 them as allies of the foreigners and laid
 the whole blame of the advent of the Euro-
 peans upon them, for they argued that it
 was the Cantonese who first commenced to
 trade with the outer barbarians and that
 had they, the Cantonese, refused from the first
 to have anything to do with foreign
 merchants they would never have gained a
 footing in the country. This being the case
 it is easily seen that the Southern Chinese can
 hardly be expected to cheerfully submit to
 the payment of a tax which they regard as
 justly due from the Northern Chinese, who
 committed outrages on foreigners and their
 Southern countrymen without distinction.

And apparently the villagers look upon
 the Christians as the cause of all this taxa-
 tion. They seem to be classed everywhere
 with the foreigner, until one wonders whether
 or no the Chinaman looks upon the adop-
 tion of the Christian religion as equivalent
 to becoming a naturalized subject of the
 country to which the missionary of the parti-
 cular sect which the convert joins may
 happen to belong.

REUTER'S TELEGRAMS.

THE TIBETAN MISSION
TO RUSSIA.

LONDON, September 1st.

The Times' Moscow correspondent says
 that the departure of the Tibetan mission
 is shrouded in mystery. It is believed to be
 returning overland, escorted through Mon-
 golian Russia by a force consisting largely
 of intelligence officers, serving nominally in
 the ranks.

SOUTH AFRICA—MORE TRAIN
WRECKING.

A train was blown up by the Boers on the
 31st ultimo to the south of Samanskraal.
 250 of the enemy immediately rushed to the
 wreckage, and fired the trucks.

Major Vandeleur of the Irish Guards was
 killed, the other casualties are not reported.

MR. KRUGER AND THE TSAR.

Dr. Leyds has failed to obtain an inter-
 view for Mr. Kruger with the Tsar on the
 occasion of the latter's visit to France.

LATER,

SOUTH AFRICA—THE RECENT
TRAIN WRECKING.

In addition to Major Vandeleur, killed in
 the recent blowing up of a train, nine men
 were killed and seventeen wounded.

PRINCE CHUN'S MISSION
TO GERMANY.

A telegram received from Basle says there
 is no sign of a settlement of the mission dis-
 pute. The Chinese declare that they would
 rather die than perform the humiliating
 kowtow before the German Emperor.

LOCAL AND GENERAL.

H.M. cruiser *Dido* left the harbour this morn-
 ing for a steam trial trip. She will return to
 her moorings this evening.

A CASE of death is reported from West
 Point of a young woman, it is supposed from
 excessive opium smoking.

H.M.S. *Phoenix* has gone to Canton, where
 she will remain, we presume, until such time
 as the obnoxious house-tax has become less
 of a cause of anti-foreign feeling.

COTTAM & CO'S LATEST SHAPES IN
LINEN COLLARS.

THE returns of the number of visitors to the
 City Hall Library and Museum for the week
 ended 31st August are:-

	Library	Museum
Non-Chinese	399	59
Chinese	89	1,820
Totals	398	1,889

PRIVATE advices from Port Arthur, says a
 recent *China Gazette*, state that while boring
 for water to the North-east of the town a vein
 of gold-bearing quartz of what seems fabulous
 richness was struck by the Russian military
 engineers, and the authorities have stationed a
 strong guard in the vicinity of the discovery to
 keep off prospectors.

A SEATTLE cable of Aug. 1st says:-A re-
 markable phenomenon is reported from the
 Apostle Islands, off Chequamegon Bay. Steam
 boat Island, one of the group, disappeared
 some time during the recent storm and now
 lies several feet under water in the form of a
 rocky reef. The island formerly stood some
 distance above the level of Lake Superior, was
 of sand rock and supported a heavy growth of
 trees.

SOME of the officers of the Cosmopolitan
 Dock entertained a party of friends on Sunday
 with a launch picnic. The Cosmopolitan
 Dock piques have become a standing ex-
 ample of how an outing should be managed.
 For completeness of detail, absence of all
 ostentatiousness and whole hearted hospitality
 the Dock ranks second to none. A most
 enjoyable afternoon was spent cruising round,
 everyone returning in the best frame of mind
 possible.

ANOTHER story of the wrecked *Sobraon*. The
Singapore Free Press says that Captain Vibert
 of the P. and O. *Caramandel*, who went to the
 assistance of the *Sobraon*, had a strange
 adventure while investigating alone down in
 the hold of the wrecked vessel. He opened a
 door, and immediately a great crowd of rats,
 large, fleet-footed, and of ferocious mien made
 for the unlucky captain in one savage rush.
 To escape the fate of Bishop Hatto he felt it
 his duty to turn and run. Hunger had put the
 taste of the cannibal into the palates of the
 brutes, and they would most certainly have
 made a merry meal of Captain Vibert, uniform
 and all, if he had tarried with them. We, how-
 ever, don't quite see why our contemporary
 should compare Captain Vibert to a rat.

WE don't know if the Ferry Company intend
 to regulate the thickness of the thighs of their
 European passengers, but it looks as if they
 intended something of that sort. On both
 the Kowloon and Hongkong Wharves most
 wonderful gateways have been erected, through
 which a moderately thin-legged man can just
 squeeze by turning sideways. Above and be-
 low the gateway is of normal width, but two
 large wooden buffers jut out just above the
 level of your knees and force you to negotiate
 the passage by waddling sideways, like a crab.
 A fat man certainly couldn't get through; even
 the Chairman of the Ferry Co. would be liable
 to stick and no lady could pass. Per-
 haps this straight and narrow path is intend-
 ed to weed out alcoholically undesirable
 passengers!

THE *Manila Times* of the 29th ult. says:-
 For the second time in the history of the Ameri-
 can Navy, three Admirals' pennants fly from
 the main mast of three flagships in Oriental
 waters. The first time was in the harbor of
 Yokohama, when Admirals Remy, Kempff
 and Watson met in their respective ships, the
Brooklyn, *Newark* and *Baltimore*. The second
 time was the arrival of the cruiser *New York*
 yesterday at Cavite with Admiral Rodgers, from
 Yokohama, where he was the guest of honor
 at the unveiling of the Perry monument. Three
 pennants now fly in Manila Bay—Admiral
 Remy's on the *Brooklyn*, Commander in Chief
 of the Asiatic Squadron; Admiral Rodgers' on
 the *New York*, second in command; and Ad-
 miral Kempff, on the battleship *Kentucky*, third
 in command. The three flags in the order of
 their rank are blue, red and white. This in-
 teresting event will only be of short duration
 as Admiral Remy will leave soon for an in-
 spection of the island ports and Admiral Kempff
 sails next week for northern waters.

THERE appears to be a curious impression
 floating about amongst the Singapore Chinese
 as to the destiny of Prince Chun, now on his
 mission of reparation to Germany in apology
 for the death of Baron von Ketteler. It seems,
 from enquiries addressed to us, that there is
 current amongst the Chinese a belief that
 Prince Chun will never return to China, but
 that, his official expiation being accepted at
 Berlin by the Kaiser, he will be mysteriously
 dealt with, and interned for life in some
 gloomy Prussian fortress. In fact they look
 upon Prince Chun as walking, fly-like, into
 the parlor of the German spider, over
 whose portals should be inscribed "Abandon
 hope all ye who enter here!" The impression
 given above is of course supremely absurd, but
 it possesses a quaint realism as indicating the
 trend of the Chinese mind towards an eye-
 for-eye, tooth-for-tooth policy of retaliation,
 and as showing what course they would be-
 lieve to be natural and justified on the part of
 Kaiser William, in view of the murder of his
 representative Minister at Peking. Whether
 the effort to disabuse the Chinese of their
 suspicion really succeeded or no, they appeared
 to accept readily enough the assurances offered
 them that the person of Prince Chun as an
 Imperial envoy was inviolate, that he would
 receive every courtesy and hospitality, that he
 would visit many lands and great cities, and be
 treated everywhere as an honoured guest,
 returning in due time to his own country, well-
 pleased with an interesting and eventful tour.

Singapore Free Press.

THE bodies of a man and woman (Chinese)
 were admitted to the mortuary yesterday. It
 is surmised they died from fish poisoning.
 They were known to have eaten some fish
 about 9 a.m., on the 1st instant and died at 1
 p.m., on the same date.

THE Boers appear to be adept at train
 wrecking, and by adopting such methods they
 can certainly worry the British forces to a very
 great

KOWTOW.

From the telegrams from Europe of the last few days a great amount of argument has arisen as to the true significance of the term *kowtow*. To arrive at, and thoroughly understand, the meaning of the word, our insular prejudices must for the moment be put aside and what appears trivial nonsense to us must be taken as serious business to the Chinaman. The easiest way to attempt to describe *kowtowing* is to tell what takes place. A man of the lower grade calling on a Chinese gentleman *chin chin* him by shaking hands with him and bowing, but if that same man goes to beg a favour he goes as a suppliant and *kowtows* to his would be patron by falling on his knees and bowing his head to the earth. To *kowtow* to the Emperor of China is quite another matter. Then the man wishing to pay his respects goes on his knees into the Royal presence and touches the floor with his forehead nine times, still remaining on his knees with eyes down cast. Two equals meeting, as a rule, do not *kowtow* but simply *chin chin*, but if one elects to *kowtow*, the other does the same, going through the same motions. This is the strict etiquette of a Court bound by the most hard and fast rules, perhaps, in the world. The importance of the last custom mentioned above might explain the hitch in the proceedings in Germany. The Autocrat of Europe meets, face to face, the Old Wall of China. It might in the future perhaps provide a solution of the old problem as to what would happen if an irresistible force met an immovable mass.

AT THE MAGISTRACY.

LOITERING IN THE HARBOUR.
Woo Cheung was charged by P. C. E. Johnson, No. 29, of Tsim Sha Tsui, with loitering in his boat within 50 yards of Kellie's Island. He was fined \$5 or fourteen days. On the fact of a trivial charge, but any one who knows, will detect the importance of the case.

DRUNK AND INCAPABLE.

Patrick Horne, of America, and Thomas Williams, of England, were up to the above offence. Both admitted the soft impeachment and were each fined \$2 or eight days.

ALLEGED STEALING OF HAMMERS.

George Long, a boy of sixteen years old, belonging to Australia, was charged with stealing five hammers, the property of the Hongkong and Whampoa Dock Co.

Tam Ki, declared, said he was a fitter at Hung Hom Docks. He had been in the service of the Company for 21 years. On Sunday last at 8 a.m. he saw the defendant, who is an apprentice there, take five hammers from some drawers in the fitters' room. The defendant made two trips upstairs carrying the hammers.

Li Hung said he was coolie foreman. On Sunday morning he saw the defendant holding the hammers in his hands. He did not see him take them away.

It was mentioned to his Worship that the Manager of the Docks did not wish to press the charge.

Mr. Hazeland said there was a great doubt as to the proof of stealing and in the end held the charge not proven and dismissed the defendant.

TRESPASSING.

Un Nun was discharged, being held not guilty of trespassing in the Central Police Station, he being invited there by one of the Lukongs.

REFUSING SERVICE.

Fatty Deen, clerk in the Hongkong Dispensary, charged Ho Sze, a coolie, with refusing a proper sum of money and making other coolies to refuse duty. He was fined \$5.

STEALING RICE.

Chung U was sent to gaol for six weeks' hard labour for stealing 40 catties of rice from a maished in the Kowloon Camp.

SHOP LIFTING.

Luk Sam went inside for four months for stealing 4 taels 3 mace of gold wire from a shopkeeper in Queen's Road.

GAMBLING.

Chief Detective Inspector J. W. Hanson had a school of gamblers up this morning. Exactly 20 were charged.

No. 6 defendant was absent.

No. 17-18-19 and 20 were discharged.

No. 4 to 16 pleaded guilty to the charge.

Ng Hon said, he was P.C. 155. At 1.40 a.m., this morning, he went to No. 24, Queen's Road Central to the 3rd floor. Three constables followed him. When he got to the 3rd floor he found the door locked. He and the three constables entered the room. He stood behind the 2nd defendant. In the room were about 25 men playing Fan Tan.

He heard the 9th defendant stake \$30 on the corner. He saw the 1st defendant removing the beads. Then the Inspector came up.

John William Hanson said he was Chief Detective Inspector. He went at 1.45 a.m. to 24, Queen's Road Central. He saw a round table in the room on which there was a heap of beads. On the 1st defendant was found \$39.45 and on the 2nd \$31.40. The 3rd defendant had no money. The 1st defendant was fined \$100 or one month. The 2nd \$50 or one month and the 3rd \$100 or one month. The remainder of the defendants were fined \$10 or 14 days each.

COTTAM & CO. for RIDING WHIPS and LEATHER FURTEE LEGGINGS.

ACTION AGAINST THE HON. F. H. MAY, C.M.G.

The commencement of the action against The Hon. F. H. May, C.M.G., took place this morning. Leung Kun Yau alias Leung Asu for non service of a writ claims, £100. Mr. Sharp, instructed by Mr. Mounsey, of Messrs. Mounsey and Brutton, appeared for the plaintiff and Mr. Pollock, K.C. (Acting Attorney-General) appeared for the defendant.

Some evidence was taken and arguments heard from both counsel and the case was adjourned till 11.30 a.m. to-morrow morning.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

THE RENT QUESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—I quite agree with your correspondent Ruined in what he says about the rise in rents being mainly responsible for the great increase in prices throughout the Colony. It stands to reason that everybody must have some place to live in, and therefore high rents are a burden to everybody and cause expenses to go up. Naturally, those who can, try to meet the rise by demanding more for their wares. If only some method for reducing rents could be discovered things would soon right themselves. Hongkong is by no means a pleasant place to live in nowadays when one considers that the cost of living has risen nearly a hundred per cent. in the past ten years and that the dollar has dropped in value from three to two shillings. Yet, it is hardly necessary to point out that salaries have not risen in proportion, and hence the average man is a great deal worse off now, even if he has had a fifty per cent. rise in salary, than he was ten years ago.

Yours faithfully,

BEGGARED.

Hongkong, 3rd September, 1901.

THE TERMS OF THE PEACE PROTOCOL.

The following, which we take from the *China Gazette* of the 28th ulto, is a translation of the Peace Protocol from the Chinese text, the French not being available at the moment:—

Article 1. a. Baron von Ketteler, German Minister to China, having been murdered, the Chinese Emperor has despatched Prince Chun as a Special Envoy to Germany to apologize for the occurrence on behalf of the Emperor of China, and Prince Chun, duly accredited by the Imperial command, has left China on his mission.

b. A Memorial stone to the memory of Baron von Ketteler, the murdered German Minister, shall be erected at the place where the murder took place and the erection of this monument has already begun.

Article 2. a. The chief culprits who were responsible for the injuries to the various Governments, societies and individuals of the various Powers have already been punished as proclaimed on the 13th February and 23rd February in the Imperial Decrees, including the lists of their names, and respective punishments, and of those provincial officials who were denounced as guilty were identified, and those named were punished according to the gravity of their crimes.

b. On—day, of—19—an Imperial decree prohibited all examinations for both civil and military services for 5 years, in all cities and towns where foreigners have been murdered or wounded or endured attacks &c.

Article 3.—The Chancellor of the Japanese Legation having been killed, Natung, Vice-President of the Board of Revenue, was appointed as Special Envoy to apologize for the outrage to the Imperial Court of Japan.

Article 4.—At the foreign cemetery (in Peking) a memorial stone shall be erected and the expenses for the same have already been contributed (by the Chinese Government).

Article 5.—The importation into China of munitions of war and all these materials used for manufacturing war munitions shall be, according to an Imperial Decree to be issued on the—day of 19—prohibited for two years.

Article 6.—According to the Imperial Decree of 29th May 1901 China agrees to pay an indemnity to the various Powers of Hk. Tls. 450 millions. This amount is to be the total indemnity to be paid to the various states, societies and individuals mentioned in the protocol dated the 22nd December, 1900.

a. This 450 millions, being Haikwan taels, shall be exchanged into gold at the market rate at the time of payment. The exchanges of Haikwan taels into the currencies of the various countries are as follows:—
(The exchange table is omitted.)

The 450 millions, with interest at the rate of 4 per cent. per annum shall be paid in 39 yearly instalments as per the appended list (list omitted.) Each instalment will be paid yearly, but the first instalment will be paid on the 1st day January of 1903, and interest shall be calculated from the 1st day of July 1901, but the interest for 6 months, that is 1st July to 31st Dec. 1901, will be included in the interest to be paid from the 1st Jan. 1902, that is to say on the 22nd day of 11th moon of this year and will be paid within 3 years at 4 per cent. per annum.

b. The adjustment of matters connected with this indemnity will be entrusted to a committee consisting of the managers of foreign banks to be appointed by each Power in Shanghai, and

COTTAM & CO. for ANDERSON'S RAIN COATS and HOLIDAYS.

the banks at Shanghai, shall make out receipts for the principal and interest, which amounts are to be paid by China, and shall settle other matters connected with the payment of the indemnity.

c. China will issue one bond for the whole amount of the indemnity and hand the same to the Doyen of the Foreign Ministers at Peking; and the bond will then be divided into smaller bonds for each Power and each bond shall bear the signature of the Chinese officials.

d. The funds for the payment of the bonds will be handed into the hands of the bank managers every year.

e. The securities for the indemnity are as under:—

1. The Import Duty of 5 per cent. revenue of the Imperial Maritime Customs that is *ad valorem* and the new duty of 5 per cent. *ad valorem* on goods now classed as "duty-free" except rice, cereals, flour, gold, silver and specie.—This shall be treated as the security for the new bonds after the outstanding loans for which these sources of revenue are now security, shall have been paid off.

2. Native Customs revenue, and the Native Customs at the treaty ports, are to be under the control of the Imperial Maritime Customs.

3. The Salt Revenue, after payment of the foreign loan for which it now stands as security, the present import duty is to be increased to an effective 5 per cent. *ad valorem* and the Powers have assented to the following conditions:

1. The import duty which is to be hereafter collected shall be assessed after due investigation and upon the value of merchandise, to be fixed by taking the average of the last three years, and before such revaluation the duty will be levied upon merchandise as heretofore.

2. The conservancy of the Peiho and Whangpoo Rivers shall be effected and the Chinese Government shall contribute to the funds raised for that purpose. The new increased tariff will become effective two months after the signing of this protocol.

Article 7. The Chinese Government assigns to the foreign Legations a special quarter for their own exclusive use and such quarters are to be under the sole control of the Legations, the Chinese people not being permitted to live within such a quarter. Furthermore it is allowed that the Legations shall make their own defensive preparations as indicated in the appended maps. And as stipulated in the protocol of 26th day of 11th moon (1st Jan. 1901) China consents to the Powers permanently retaining Legation guards.

Article 8. The Chinese Government allows the Taku forts, as well as the forts between Peking and sea-coast, to be demolished and destroyed and this has already been done upon a certain understanding.

Article 9. According to the protocol of 1st Jan. 1901, China consents to the Powers maintaining garrisons between Peking and the sea-coast and such garrisons shall be located at Huang-tsun, Lanfang, Yantson, Tientsin, Chuan-liang-chong, Tongku, Tong Shan, Lanchow, Chang-lian-hsien, Ching Wan-tow as well as at Shan-hai-kwan.

Article 10.—The Chinese Government agrees to promulgate Imperial decrees to the following effect, such decrees to be posted in all cities, towns districts and departments:—

1. The Imperial decree of the 1st February for ever forbidding the people to enter any society against foreigners and prescribing denatation in the case of those who do not comply with this decree.

2. The decree regarding the punishment of the guilty officials, their names and how punished in detail.

3. The decree stopping examinations at all places where foreigners suffered injury.

4. The Imperial decree dated 1st February regarding the order to Viceroy, Governors and other officials, military and civil, commanding them to suppress at once any disturbances directed against foreigners in their own districts on pain of being cashiered for ever.

The above decrees have already been placarded throughout the whole of China.

Article 11. The Chinese Government agrees to negotiate a revision of the commercial and navigation treaties if the Powers deem it necessary, more especially in connection with commerce at various points which may require to be regulated. Moreover, regarding the indemnity as in Article 6 China and the Powers are now entering into a certain agreement about the conservancy of the Peiho and Whampoo.

1. The conservancy of the Peiho is good for all, and both foreigners and the Chinese Government have united in beginning the work, and after Tientsin shall have been handed over to the Chinese Government, a committee will be appointed and the Chinese Government will contribute 60,000 Haikwan taels per annum towards the Peiho works.

2. The establishment of the Whangpoo Conservancy Board having been agreed to and the expenses for the work agreed to be raised by a loan, to be repaid within 20 years, the annual expenditure being 46,000 Haikwan taels, this will be divided between the Chinese Government and foreigners; the members of such Conservancy board shall act according to the duties of their respective offices and such questions as revenue, etc. and other details are set forth in the appended document. (Document omitted.)

Article 12.—According to the Imperial decree of 21st July last the *Tungli-Yamen* has been reorganized and transformed into the *Wai Wai Yu* (the Board of Foreign Affairs) and the ceremony of audience to foreign Ministers has already been determined upon, after due discussion.

The above 12 articles, as well as all documents attached hereto, are to be read according to the French text, which is accepted by all parties as correct.

COTTAM & CO. for the LATEST SHAPES in BOAT FELL HATS.

Auction.

BY ORDER OF THE SUPREME COURT OF HONGKONG.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH will

Sell by PUBLIC AUCTION, at their Sales Rooms, Ice House Street.

on THURSDAY, the 5th September, 1901, at 2 P.M.

in two Lots.

THE VALUABLE LEASEHOLD PROPERTY,

situate at Victoria Hongkong.

LOT 1.

The Valuable Messuages and Premises known as No. 34, Lower Lascar Row and No. 33 Upper Lascar Row held for an unexpired term of 94 years at the Annual Crown Rent of \$11.

LOT 2.

The Valuable Messuages and Premises known as No. 227 Queen's Road Central, and No. 52 Jervois Street held for an unexpired term of 94 years at the Annual Crown Rent of \$18.

For further Particulars and Conditions of Sale, apply to:

DENNYS and BOWLEY, Solicitors,

Supreme Court House, or to

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 29th August, 1901. [941c]

Notices of Firms.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE.

DURING my TEMPORARY ABSENCE from the Colony, Mr. R. J. MACGOWAN will act as SECRETARY of the above Company.

By Order of the Board of Directors, EDWARD OSBORNE, Secretary.

Hongkong, 28th August, 1901. [932c]

NOTICE.

MR. C. E. WARREN begs to inform his numerous Customers that he will REMOVE his Office to more commodious Premises at WYNDHAM STREET (Opposite to the CLUB GERMANIA) on the 1st August next. Hongkong, 23rd July, 1901. [78c]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 30th June 1901, on or before the 10th Sept., on which date the Accounts will be CLOSED. By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 32nd August, 1901. [901c]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Store from No. 13 to No. 5, D'AGUIAR STREET.

H. RUTTONJEE, 5, D'Aguiar Street. [34]

To be Let.

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [709c]

TO LET.

GODOWN—No. 54, DUDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [822c]

TO LET.

A HOUSE in RIPON TERRACE.

Apply to "THE RETREAT," MOUNT KELLET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [209c]

TO LET.

SHOP or OFFICE and TOP FLOOR, of No. 70, QUEEN'S ROAD CENTRAL.

For Particulars, apply to THE MEDICAL HALL.

Hongkong, 26th August, 1901. [911c]

TO LET.

(From 1st August next).

NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to PUN HUNG, 85, Queen's Road Central.

Hongkong, 17th July, 1901. [761c]

TO LET.

POSSESSION from September, "THE CASTLE" on CASTLE ROAD.

Apply to No. 5, SEYMOUR TERRACE.

Hongkong, 29th August, 1901. [940c]

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

RASTMAN'S KODAKS and FILMS.

Sole Agents for CLEMENTS' WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the BEST.

40, QUEEN'S ROAD, Watson's Building.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

SEA WITCH, American ship, Howson-Master.

Intimations.

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS

AND

TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901.

[934c]

KELLY & WALSH, LD.

SOLE AGENTS IN THE FAR EAST FOR THE YOST TYPEWRITER.

Price \$225.

SWAN FOUNTAIN PENS, in 3 Sizes.

Prices \$6.00, \$8.00 and \$12.00

SLAZENGER'S FAMOUS E. G. M. TENNIS RACQUETS.

Price \$16.00.

AYRES CHAMPIONSHIP TENNIS BALLS.

Price \$9.50 per doz.

IMPERIAL PURE LINEN, NOTE-PAPEL AND ENVELOPES.

A LINEN PAPER OF THE VERY BEST QUALITY.

SANDOW'S OWN COMBINED DEVELOPERS.

Price \$8.00

Photogravures of—

H.M. THE KING,

H.M. THE QUEEN,

H.R.H. THE DUKE OF YORK,

H.R.H. THE DUCHESS OF YORK.

Price 75 Cents each.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels,

Hospitals, Barracks, Officer's Messes and

Private Messes, Families in Up-

country places, Mission

Stations,

and for Passenger Steamers.

The most simple and efficient machine yet invented for

the manufacture of all kinds of Aerated Water,

Lemonade, Fruit Lemonade, Champagne

Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any

ordinary native servant and manufactures

Aerated Waters of best quality at

enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901

[735c]

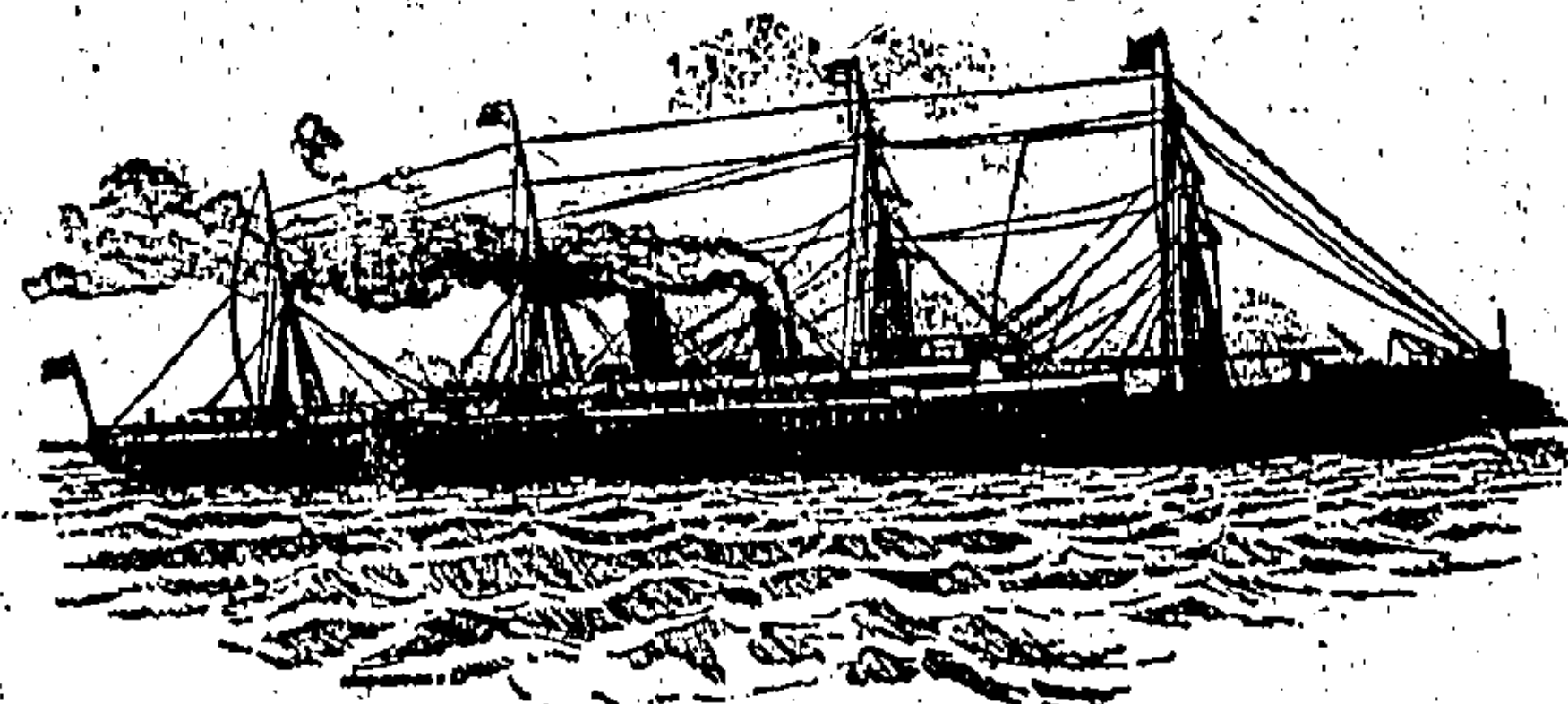
PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULC

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GABRIEL"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIS"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.

THE O. O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 10th September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first-class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received in the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

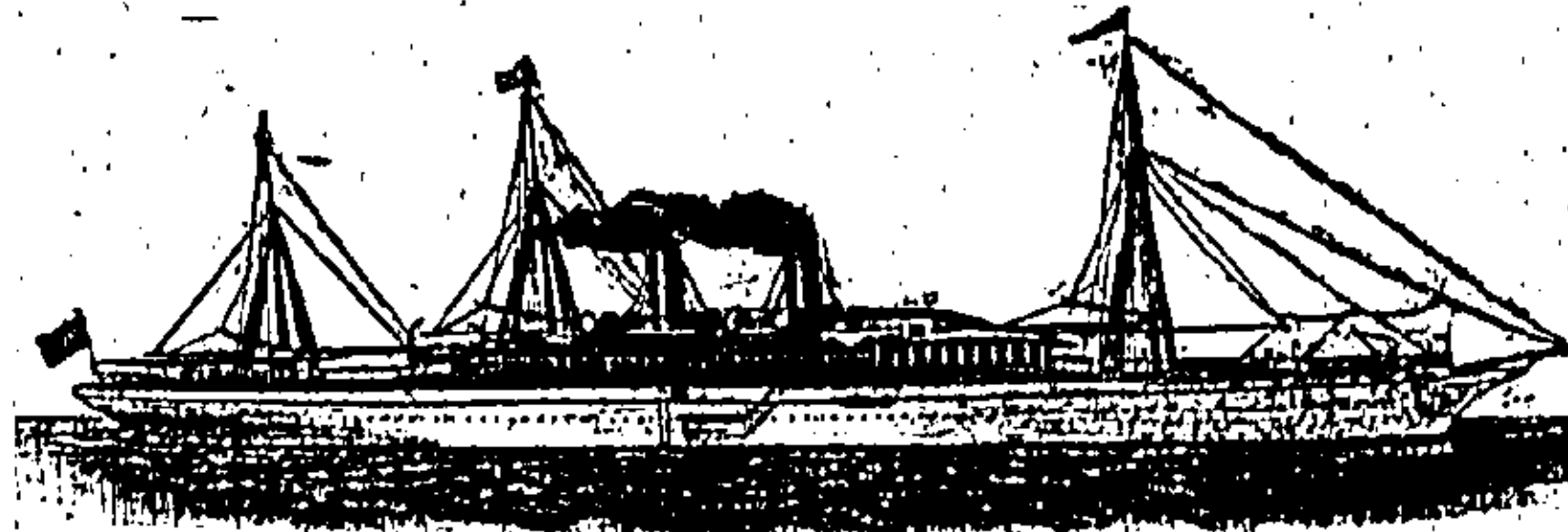
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 31st August, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

J. E. BROWN, General Agent, Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
SIBIRIA	HAVRE and HAMBURG.	4th Sept.	Freight and Passengers.
ARAGONIA	(Calling at SINGAPORE and COLOMBO).	7th Sept.	Freight.
ANDALUSIA	VIA SUEZ CANAL.	21st Sept.	Freight.
ARABIA	HAVRE and HAMBURG.	5th October.	Freight.
MOENIOSBERG	(Calling at SINGAPORE and COLOMBO).	19th Oct.	Freight and Passengers.
CHAMBERG	HAVRE and HAMBURG.	2nd Nov.	Freight.
JACOBS	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE,

No. 1, Queen's Building.

Hongkong, 30th August, 1901.

For Sale.

FOR SALE.

RURAL BUILDING LOT No. 1, situate upon MOUNT GOUGH, THE PEAK, together with the Four Houses standing thereon. The owner is prepared to accept an offer for the whole Lot or to sell the houses separately, subject to the existing tenancies, any portion of the purchase money can remain on Mortgage at 8% per annum. For detailed Particulars, apply to

DENNIS & BOWLEY,

Solicitors,

SUPREME COURT HOUSE,

Hongkong, 29th August, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply

"STEAM,"

C/o The Hongkong Telegraph,

Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901.

Masonic.

MEMORANDA.

SATURDAY, 7th September, 1901, 6 P.M. for 6.30 P.M. REGULAR MEETING, UNITED SERVICE LODGE, No. 1,341 E.C. Hongkong, 2nd September, 1901.

Intimations.

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the HONGKONG CRICKET CLUB will be held in the CRICKET CLUB PAVILION, on MONDAY, the 9th September, at 5.15 P.M.

P. A. COX,

Honorary Secretary,

Hongkong, 28th August, 1901.

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to

G. GIRAULT,

Hongkong, 20th August, 1901.

NOTICE.

I BEG to give Public Notice that I decline to be any longer RESPONSIBLE for any DEBTS incurred by my WIFE or my CHILDREN.

JOHN CARROLL,

Hongkong, 31st August, 1901.

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road Central.

Telephone, 3rd January, 1901.

HONG SING,

8 Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting. Hongkong, 30th August, 1901.

T. M. STEVENS & CO.

CARRY IN STOCK.

A FULL LINE OF "GERMINAL"

MANILA CIGARS.

T. M. STEVENS & CO.

Beaconsfield Arcade.

Hongkong, 2nd September 1901.

NEW VICTORIA HOTEL.

ROTISSERIE.

Meats a la Carte.

CHOPS, STEAKS, etc., etc., at any time,

between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer,

Proprietors.

Hongkong, 2nd September, 1901.

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI,

SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901.

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

J. EYES

FLUID

PREPARED BY

W. G. HUMPHREYS & Co.,

Bank Buildings,

Hongkong, 6th March, 1901.

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings,

Hongkong, 6th March, 1901.

GRIMAULT'S SYRUP

OR

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Con-

sumption, Obstructed Coughs, or

Colds and those afflicted with phlegm

of the Chest, Croup, and Bronchitis

Tubercles, should take

GRIMAULT'S SYRUP OR HYPO-PHOSPHITE OF LIME.

Prescribed by the leading medical authorities

in all countries for the last twenty

five years with the greatest success, it

continues to retain its reputation where

all other medicines have failed.

Grimault's Syrup immediately arrests

the Cough, Spitting of blood and Night-

sweats, and the Appetite improves rap-

idly—a fact soon demonstrated by an in-

crease of weight and healthy appearance.

Grimault's Syrup is a rose colour,

and is sold in 60 oval bottles. Beware

of Imitations.

GRIMAULT & Co., Paris. Sold by all Chemists.

CANTON NOTES.

BRITISH CONSUL.

(From Our Own Correspondent).

CANTON, September 2nd.

The British Consul General, Mr. Scott, has got to the end of his term. He expects to leave Canton to-morrow, when his successor is expected to arrive and take over the duties of the Consulate. The new consul is also named Scott, and it is to be hoped that he will look after the interests of Britishers with a strong hand. There never was a time when a strong man was more needed than at present. The French and German consuls are pushing the interests of their countries for all they are worth, and unless there is a worthy representative of the British government here, British interests are sure to suffer.

THE HOUSE TAX.

As the time draws near for the payment of the house tax people are growing more restless. In Canton there is not likely to be much trouble. The officials have the city well in hand and will not allow any disturbance. In the country, however, it is different. News has arrived from San Chi city that the people are determined to resist any attempt to collect the tax. The people say that they have already paid their share of the indemnity and will not pay it a second time. Moreover, the people declare that if any attempt is made to collect the money they will take their revenge on the Christians. Threats have been openly made and the Christians have laid the matter before the magistrate. The trouble may be averted, but at present there are fair prospects of a row.

SANITARY BOARD.

The proposed Sanitary Board is not meeting with much encouragement. The proposed Board is a company without legal authority. The officials approve of the formation of such a company but have not given the company any authority to collect money. The people, while anxious to have clean streets, that is the better class of merchants, yet have little confidence that the money collected will be wisely expended. The "Sanitary Board" proposes to advance the money and, after demonstrating by their work what they intend to do, to reimburse themselves. It is doubtful whether a self-constituted Board will be able to carry out this work in a city like Canton.

PHILIPPINES NEWS.

THE DESERTER HOWARD CAPTURED.

The following dispatch was received at Military Headquarters Monday evening from Major Pitcher, of the 8th Infantry, says the Manila Times of the 28th ult. — Adjutant General D.S.L.

Following just received from Lieut. R. T. Hazard:

"Najon, August 25th, to Adjutant, Mindoro.

I have the honor to report the capture of Arthur Howard, Lieut.-Col. insurgent forces. With civil scout Ferguson and 8 Macabebes disguised as insurgents, I entered the insurgent camp last night about 8.30 and abducted Howard without being discovered by the insurgents. Colonel Atienza is in command in person and has with him 240 rifles and 219 bolomen. The camp is 84 miles southwest of here.

Very respectfully,

HAZZARD,

Lt. 3rd Cav., Comdg.

PITCHER,

Major, Eight Inf.

This man Howard was a private in the California Volunteers, and disappeared mysteriously in August of 1898. The man became addicted to "vino," and it was generally believed at the time that in a drunken fit he was taken in and held by natives, and on recovering his senses, finding himself in the position of a deserter he decided to throw in his lot with the natives, and thus, when hostilities broke out in Feb. 1898, he joined the insurgent forces as an officer, rising to the rank of a lieutenant-colonel, which rank he held at the time of his capture. It was a clever and daring feat that led Lieutenant Hazard to success in his undertaking, and this is another feather in the cap of that dashing young officer.

Howard is believed to have openly boasted that he was the man whose bullet killed General Lawton, and if that be so the more credit to Lieutenant Hazard that he should have taken this man alive.

STEAMSHIP SUBSIDIES.

EVIDENCE OF MR. H. A. C. BONAR.

Mr. Henry A. C. Bonar, British Consul at Yokohama, giving evidence before the Select Committee on steamship subsidies, stated that though since the war with China, Japanese trade had developed enormously, still Britain had maintained her share of it. But the British share of the carrying trade showed a decrease, and he believed that the subsidies granted by foreign Governments were chiefly responsible for it. He did not think the payment of a subsidy to our steamship owners would affect the general British trade in Japan, but it was very necessary that British steamship owners should wake up a bit and put on better steamers to Japan in order to compete with the subsidized steamers. He would trust to the energy and intelligence of steamship owners, for he thought the old steamship companies had no need of a subsidy to compete successfully with new companies.

By Colonel Denny. The subsidies paid by Japan to their own steamers were extremely high in proportion to their commercial standing, and he could not say he had heard any grumbling against the system on the part of the Japanese. He did not think it was generally known that the Government themselves owned a good many shares in the Japanese National

G. GIRAULT, WINE and SPIRIT MERCHANT.

CHANT.

Steamship Company. The subsidy paid to that company per annum was about £270,000, roughly about £10,000 on the round voyage from Japan to London and back.

By Mr. Nussey: He did not know that the British merchant was hurt by this payment. He got his goods into Japan more quickly than he could by British ships.

In answer to further questions by various members of the Committee, he stated that nearly all members of the richer community in Japan travelled by German steamers; they would not travel by the P. and O. They could, if they liked, travel in the intermediate steamers, but these called at every port in China, and the voyage took two months, whereas by the North-German Lloyd steamers they could do it in 37 days with transshipment in the best class of steamer, so that people having to pay as high or higher on the P. and O. would not travel by that line. As regards cargo the merchant would naturally go to the "Japanese" company which took his goods straight from London to Japan without transshipment and in better steamers.

On 18th inst. Mr. Elijah Helm, Secretary of the Manchester Chamber of Commerce, gave evidence, and after showing the disparity in freights from Genoa and Liverpool to Buenos Ayres, which came to 23 per cent. on the value of the goods and sufficient to turn the scale, the Chairman asked: Have you any other instances? The most striking instance of the operation of relatively lower freight rates from foreign countries in assisting the competition of foreign with British manufactures was shown in regard to the China trade. Cotton goods were carried by British steamers from New York to Shanghai, a distance of 13,717 miles, at 27s. 6d. per ton of 10 cubic feet. From Liverpool the rate was from 50s. to 65s. per ton, according to whether the bales were lightly or heavily pressed. The lower of these rates (50s.) was equivalent to 4d. per piece, or 37 per cent. of the value.

By Sir C. Cayer: It did not matter to the merchant where he got his goods. The Manchester merchant was buying cotton goods in New York and shipping them to Shanghai, and the difference in freight upon the export last year made a luxurious profit.

Examination continued: This was the measure of the advantage derived from lower freight alone which the American cotton manufacturer had in China markets in competition with his British competitor. The witness put in statistics showing the enormous relative increase within the last seven or eight years of the imports of American cotton goods to Shanghai. Cotton manufacturers were now evincing a strong disposition to look more closely into the causes of the high charges imposed upon the goods they produce for their transport to foreign markets. So far as the exporting merchants were concerned, excessive freight rates did not seriously affect him, because he could supply the wants of his foreign customers as readily by means of foreign as of British manufacturers.

The Chairman: We have had evidence that foreign manufacturers pay more attention to the class and style of goods demanded in markets abroad than Manchester and other merchants here do. I have seen that frequently stated in Consular reports, and I think, if I may use a colloquial expression, that such complaints are all rubbish.

Are you yourself a manufacturer?—No, I have been in my early days when I worked in my father's cotton mill, and I have had excellent opportunities of studying the question since. As to how far lower freights abroad were influenced by subsidies, he submitted that the case of New York and Shanghai as against Liverpool and Shanghai was a very important one on the other side, i.e., against subsidies, seeing that the United States Government granted no subsidies to foreign ships and at present paid none either to American ships.

Sir E. Sassoon.—They have what practically amounts to subsidies.

The Manchester Chamber of Commerce would, the witness further said, be opposed to subsidies, unless in very special circumstances, and, pressed by the Chairman to say whether the desirability of pushing British trade in the Yangtze Valley in order to keep pace with the foreigner would constitute such special circumstances, he very much doubted whether even that would create any considerable opinion in Manchester in favour of subsidies.

Mr. Samuel Samuel, of the firm of M. Samuel & Co., London, and Samuel Samuel and Co., Japan and Formosa, who own 36 steamers and are also agents for a large number of shipping companies, gave evidence in much detail as to the disadvantages under which the shipping industry is carried on, owing to the system of subsidies, direct and indirect, of foreign Governments, as well as from the restrictions imposed by British law, as, for example, in such matters as the loading and unloading. He mentioned that the company had a steamer trading from Hongkong under the German flag, and for patriotic reasons, they transferred it to the British flag. This steamer, under the German flag, carried 50 tons more cargo, and the cost of working was £203, as compared with £222 under the British flag. This was because British officers and engineers demanded trade union coast rate pay. Again, the tendency at such ports as Singapore was for officials to interfere unnecessarily with British ships, where they could not interfere with German ones. His firm's captains complained that they were often treated more like criminals than masters of ships. When any of a native crew made a complaint the master was hardly ever heard, and there was no appeal from a decision. The witness also complained that the British shipping interest was not represented on the management of the Suez Canal, although his firm alone paid £100,000 a year in dues.

G. GIRAULT, FRESH GOODS by every

MAIL.

SARAWAK IN THE FIFTIES.

AN EVENTFUL TIME.

The Rev. C.A. Koch, Colonial Chaplain, who has just celebrated the 68th anniversary of his birth, made a brief reference during the morning service at Holy Trinity Church, St. Sebastian, recently, to the trials and vicissitudes he went through during the course of his Mission work in Sarawak, Borneo. Some interesting particulars in this connection are given below as the result of an interview a Times of Ceylon representative had with the rev. gentleman.

The Rev. C.A. Koch, who has been carrying on Mission work in Ceylon since 1899 left the Island for Calcutta in 1832, and, after qualifying for the Ministry, went out in 1836 as a Missionary of the S.P.G. to labour in Sarawak, the country of Sir James Brooke, uncle of the present Rajah of Sarawak, who a few days ago passed through Colombo on his way to Europe. At the time, the country had not been opened up, and the town of Sarawak on the River Kuching was a very small place. There was only one road into the interior, about 14 miles long, and this was used chiefly as a promenade by the residents of the place, while footpaths led from the river bank to the palisaded fort and the Bishop's house. Round about was the thick primeval forest, and communication with the villages was carried on by means of rivers and jungle paths. Travelling in those days was not pleasant. The jungles were infested with snakes, and alligators frequently carried away people from the river banks. Mission work was carried on among the Chinese gold washers, of whom there were several thousands, and the Aborigines, the Dyaks or head hunters, while the Malay population were let alone, for various reasons. The few European residents did not live in luxury. Their principal article of food was rice. There was no bread, and beef and milk were not to be had, though later on the Bishop possessed a cow. The Chinese kept pigs. Pork, with a little fish, caught by the native fishermen, comprised the other articles of food. The place boasted of only one native dhoby, who washed for the Rajah. It was not an uncommon thing for the residents to do their own washing. In December, 1836, they had much trouble in connection with the

REBELLION OF THE CHINESE.

in the country, followed by massacre and bloodshed. "It arose," said Mr. Koch, "over a trifling matter." A Chinaman had been to a distant village and committed something like piracy, for which he was tried by Sir James Brooke and confined in the fort. The Chinese, assuming they had a grievance, seized the fort on Christmas night and were quickly in possession of the village of Sarawak. It was a complete surprise. Sir James Brooke barely escaped with his life, but Mr. Ncholets, who was in the Rajah's service in the country and had come to spend Christmas with the Rajah, was murdered in the bungalow. Mr. Cruickshank, the Magistrate, and his wife,

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
CHINKIANG and SHANGHAI	"KIUKIANG"	4th instant.
TIENTSIN	"NANOHANG"	4th instant.
TIENTSIN	"FOOCHOW"	6th instant.
MANILA	"SUNGKIANG"	13th instant.
LOILOI and Cebu	"KAIKONG"	14th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd September, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PYRREUS"	5th instant.
"	"ULYSSES"	12th instant.
"	"AGAMEMNON"	19th instant.
"	"CALCHAS"	26th instant.
"	"NESTOR"	1st October.
"	"LAERTES"	9th October.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DOMENEUS"	17th instant.
"	"TYRUS"	1st October.
"	"PYRREUS"	15th October.
"	"AGAMEMNON"	22nd October.
LIVERPOOL (DIRECT)	"ULYSSES"	15th instant.
(Taking Cargo at LONDON RATES)	"ORRIS"	15th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 3rd September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.
THE Company's Steamship

"MAIDZURU MARU."
Captain K. Suzuki, will be despatched for the above Ports, TO-MORROW, the 4th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd September, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"PERLA."
Captain J. E. McArthur, will be despatched as above TO-MORROW, the 4th September, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship

"ANPING MARU."
Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 11th Sept., at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th August, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, AND HONOLULU, THE UNITED STATES, &c.

Carlisle City, about Sept. 15
Strathgyle, about Oct. 15

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FRIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Leva, will be despatched as above on TUESDAY, the 17th September, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 28th August, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENGYLE,"

Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW.

Shipping.

STEAMERS.

IMPERIAL GERMAN MAIL LINE.
STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN,"
of the NORDEUTSCHER LLOYD.
Captain E. Prehn, due here with the outward German Mail about TUESDAY, the 3rd September, will leave for the above Places about 24 hours after arrival.

NORDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, 31st August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.
THE Company's Steamship

"CARINTHIA,"
Captain Marochino, will leave for the above place, on THURSDAY, the 12th September, P.M.

For Freight or Passage, apply to
SANDER, WIELER & Co., Agents.

Hongkong, 29th August, 1901.

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 A. I. I. American ship

"I. F. CHAPMAN,"
having arrived is now ready to load for the above Port and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & Co. Agents.

Hongkong, 12th August, 1901.

FOR NEW YORK.

THE 3/3 A. I. I. American ship

"MANUEL LLAGUNO,"
will load during September and October, sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & Co. Agents.

Hongkong, 8th July, 1901.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. Himalaya and Malta.

From Australia, ex S.S. Britannia.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 5th September, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 29th August, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 30th August, 1901.

FROM HAMBURG, BREMEN, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"FREIBURG,"

Captain Proesch, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd September, 1901.

Insurances.

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1826)

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept FIRST CLASS FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Agents.

Hongkong, 20th May, 1901.

Intimations.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS,
No. 19.

Discontinuance of
HIGH ISLAND BARRIER LIGHTS.

NOTICE is hereby given that HIGH ISLAND BARRIER having been removed, the RED and GREEN LIGHTS now indicating the passage through the Barrier will be discontinued on the 15th instant, and in their stead a GREEN LIGHT will be exhibited from a Beacon on the Northern Point of HIGH ISLAND.

The Beacon is a quadrangular open work structure of wood, 10 feet high, painted white. The distance from the Beacon to low water mark is 30 feet, and its base is 4 feet above high water mark.

L. A. BYWORTH,
Harbour Master.

Approved,
F. A. MORGAN,
Commissioner of Customs.

Custom House,
Canton, 1st September, 1901.

NEW GOODS.

PLENTY
IN
H. A. D.

D. NOMA,
N. 12,
Beaconsfield
Arcade.

Opposite the City Hall.

Hongkong, 30th April, 1900.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 44 & 46, Queen's Road Central.

Hongkong, 30th April, 1900.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's peace and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Mercantile throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires; and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila.

NETHERLANDS INDIA.

COAL MINING.

At Obilien, in West Sumatra, the Netherlands India Government has long been experimenting with the State working of coal mines. Coal seams about there and are worked with convict labour. The coal is not of very high quality but answers for common use. Of late the output has fallen off, owing to the terms of many of these convicts running out. The Malays of the land cannot be relied upon for regular labour. They have a deeply rooted dislike to mining labour, and will only take to it when hard pushed. Chinese coolies were tried to reinforce the labour force, but they proved to be greatly lacking in quantity and quality from their being mostly either too young or too old. They also could not stand the climate. These Chinese died like flies, a result which sorely hampered the mining operations. The Government then turned to Javanese coolies, and have begun to employ them on a large scale. Time will show whether they will do any better than convicts of Chinese in such trying work.

TEAK-DEALING.

The teak trade in Java is now in a depressed state owing to the falling quotations for that article, which bulks largely in the exports from the island. Competition from the cheaper Indian and Siamese teak has also worked adversely on prices. Despite the fall in the value, the sale of local teak in Java does not increase. The reason is that teak does not rank with sugar and coffee as an article which finds more buyers as prices go down. The only exception is the trade in railway sleepers, which continues brisk, because sleepers are not sold in retail and are only delivered to order. But even in this the outlook is not bright. From South Africa, the largest consumer of Java teak sleepers, there has been no order for the

article since the outbreak of the war. The trade in teak there has stood still in the last two years. Bad as matters now are in the Java teak trade, things are expected to be still worse now that the Chinese are embarking in the business against the Europeans who, so far, had in their hands the leasing of the Government teak forests. These Chinese can put more capital into the business. They know thoroughly how to work it in the cheapest possible way, and are unscrupulous in their methods of gain. The difficulty with teak dealers at present is that the supply outruns the demand, and that new markets are hard to find.

GENERAL.

Cocoa trees grow in Java, but all efforts to manufacture chocolate on the spot have until lately failed. In March last another effort was made which promises better results. A factory for the purpose has been started at Padalaming in West Java, and has so far been worked at a profit. The manager has demonstrated that chocolate can be made cheaper in Java than in Europe—which is natural enough considering that the raw material is a local product. A mill is to be added to the factory to enable it to turn out 500 pounds of chocolate a day.

The Achinese are undergoing continual reverses in guerrilla warfare against the Dutch. In one week, not long ago, the following encounters took place. On being taken by surprise a band fled, leaving seven dead. A cavalry patrol came to blows with another band, and cut down nine of them. A party of armed police, after a toilsome march for eleven days, surprised a number of the enemy in the hills, who left sixteen dead in their hands. A detachment in another place, stormed an entrenched position with the loss of one killed and two wounded. Many Achinese lay dead on the field.—*Straits Times.*

THE PLAGUE.

Number of cases reported (Chinese) 1,542
up till noon of the 2nd
September, 1901

Number of cases reported (Chinese) 33
during the past 24 hours

Number of cases reported (Chinese) 30
during the past 24 hours

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during the past 24 hours

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Number of cases reported (Chinese) 30
during the past 24 hours

Number of cases reported (Chinese)

VESSELS IN PORT.

Steamers.
ARISTEA, Austrian steamer, 2,208, G. F. Scofield, 20th Aug.—Mojito 21st Aug. Coal.—Mitsui Bussan Kaisha.
ATHENIAN, British steamer, 2,440, H. Mowatt, 23rd Aug.—Vancouver, B.C. 23rd July, General.—C. P. R. Co.
BREMER, British steamer, 2,316, Wm. Watt, 26th Aug.—Port Arthur 20th Aug. General.—Dodwell & Co., Ltd.
CLAM, British steamer, 2,310, J. Evans, 1st Sept.—Singapore 20th Aug. Bulk Oil.—Arnold, Karberg & Co.
COTIC, British steamer, 2,244, J. H. Rindler, R.N.R., 30th Aug.—San Francisco 22nd Aug.—Honolulu 9th, Yokohama 22nd, Kobe 23rd, Nagasaki 25th, and Shanghai (Woojung) 28th, Mails and General.—O. & S. S. Co.
CROWN OF ARAGON, British steamer, 1,474, John G. Dowd, 20th Aug.—Foonchow 18th Aug. Tea.—Gilman & Co.
EASTERN, British steamer, 3,500, Winthrop Ellis, 1st Sept.—Kobe 27th Aug. General.—Gibb, Livingston & Co.
ELSA, German steamer, 1,702, P. Schowandt, 2nd Sept.—Hongkong 31st Aug. Coals.—Jensen & Co.
FAUSANG, British steamer, 1,415, T. A. Mitchell, 2nd Sept.—Lava 23rd Aug. Sugar.—Jardine, Matheson & Co.
FOOCHOW, British steamer, 1,252, C. Smale, 2nd Sept.—Canton 1st Sept. General.—Butterfield & Swire.
FREIBURG, German steamer, 3,884, F. Proesch, 1st Sept.—Bremen 28th June, and Singapore 25th Aug. General.—Siemssen & Co.
GLENFALLOCH, British steamer, 1,434, R. S. Bainbridge, 30th Aug.—Sourabaya via Singapore 18th Aug. General.—Joo Teck Sang.
GLENKOV, British steamer, 3,141, Forbes Selby, 31st Aug.—Olam 30th Aug. Coal.—McGregor Bros. & Co.
HINSANG, British steamer, 1,560, P. M. B. Lake, 27th Aug.—Hongkong 23rd Aug. Coal.—Jardine, Matheson & Co.
HIP SANG, British steamer, 1,040, Murray Crockett, 26th Aug.—Mojito 21st Aug. Coal.—Jardine, Matheson & Co.
HOHAI, French steamer, 509, M. Merlees, 1st Sept.—Pakhoi and Hoihow 31st Aug. General.—A. R. Marty.
HONGKONG, French steamer, 723, J. Pannier, 2nd Sept.—Haiphong 30th Aug. General.—A. R. Marty.
HUE, French steamer, 705, G. Godman, 1st Sept.—Haiphong 28th Aug. and Hoihow 31st, Rice.—A. R. Marty.
JUPITER, British steamer, 2,109, James Reid, 30th Aug.—Shanghai 27th Aug. General.—Dodwell & Co., Ltd.
KATSUYAMA MARU, Japanese steamer, 405, Hayashi, 27th Aug.—Canton 27th Aug. General.—Chinese.
KIUKIANG, British steamer, 1,210, Hopkins, 2nd Sept.—Canton 1st Sept. General.—Butterfield & Swire.
KONG BENG, German steamer, 835, Möller, 28th Aug.—Bangkok 22nd Aug. Rice.—Butterfield & Swire.
KUTSANG, British steamer, 1,495, T. W. Selby, 31st Aug.—Java 20th Aug. Sugar.—Jardine, Matheson & Co.
LAI SANG, British steamer, 2,224, G. Payne, 29th Aug.—Mojito 23rd Aug. Coal.—Jardine, Matheson & Co.
MAIDZU MARU, Japanese steamer, 667, Saitan, 1st Sept.—Anping 20th Aug. Amoy 30th, and Swatow 31st, General.—Mitsui Bussan Kaisha.
MICHAEL JESSEN, German steamer, 710, Jessen, 2nd Sept.—Haiphong 29th Aug. Rice.—Jensen & Co.
NANSHAN, British steamer, 1,209, Allan Jones, 1st Sept.—Bangkok 26th Aug. Rice.—Bradley & Co.
NESS, British steamer, 1,061, W. Peart, 31st Aug.—Mojito 26th Aug. Coal.—Mitsui Bussan Kaisha.
PAKSHAN, British steamer, 1,235, F. E. Ferris, 1st Sept.—Saigon 27th Aug. Rice and Flour.—Bradley & Co.
PATRIA, Danish steamer, 1,854, B. D. Larsen, 1st Sept.—Mojito 25th Aug. Coal.—Melchers & Co.
PERLA, British steamer, 1,297, J. A. McArthur, 2nd Sept.—Manila 30th Aug. General.—Sheehan, Tomes & Co.
PICCOLI, German steamer, 875, E. Möller, 1st Sept.—Mojito 27th Aug. Sugar and Wood.—E. Asiatic Trading Co.
PROTECTOR, Norwegian steamer, 1,669, Thorsen, 26th Aug.—Mojito 19th Aug. Coal.—E. A. Trading Co.
ROBERT DICKINSON, British steamer, 1,331, McDonnell, 29th Aug.—Penang 19th Aug. Bulk Oil.—Arnold, Karberg & Co.
SANDAKAN, German steamer, 1,374, Brandketter, 29th Aug.—Sandakan 24th Aug. Timber.—Melchers & Co.
SIBIRIA, German steamer, 4,879, Porzelins, 2nd Sept.—Shanghai 31st Aug. General.—Carlowitz & Co.
SITHONIA, German steamer, 6,568, E. Burmeister, 2nd Sept.—Mojito 28th Aug. Coals.—Siemssen & Co.
TAICHOW, German steamer, 862, W. Reher, 28th Aug.—Bangkok 22nd Aug. General.—Butterfield & Swire.
TAI LEE, German steamer, 825, T. Calender, 25th Aug.—Saigon 21st Aug. Rice.—Meyer & Co.
TAIWAN, British steamer, 1,429, Dawson, 1st Sept.—Sydney 10th Aug. General.—Butterfield & Swire.
TIENSIN, British steamer, 1,250, Armistead, 2nd Sept.—Canton 2nd Sept. General.—Butterfield & Swire.
TRYONIA, British steamer, 1,069, Powell, 20th Aug.—Shanghai 16th Aug. Kerosene.—Arnold, Karberg & Co.
VICTORIA, American steamer, 2,112, J. Pantan, 1st Aug.—Tacoma, U.S.A. 4th July, General.—Dodwell & Co., Ltd.
Sailing Vessels.
BRIZEUX, French ship, 1,400, Gonio, 7th Aug.—Cardiff 17th April. Coal.—Order.
CELESTE BURRILL, British ship, 1,764, C. A. Treffy, 29th May.—Manila 9th May, Ballast.—Order.
GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug. Ballast.—Order.
I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Kobe 19th July, General.—Arnold, Karberg & Co.
LAUNBERG, American bark, 926, McDougall, 14th Aug.—Cebu 6th Aug. Ballast.—Master.
L. SCHEPP, American ship, 1,673, Kendall, 5th July.—Manila 25th June, Ballast.—Carlowitz & Co.
MANUEL LLAGUNA, American ship, 1,650, Nichols, 29th June.—New York 3rd May, Kerosene Oil.—Standard Oil Co.
MARXHADE DE VILLARD, French bark, 1,171, Rional, 31st May.—Cardiff 4th Jan. Coals.—E. A. Trading Co.
SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast.—Master.
SUSQUEHANNA, American ship, 2,590, M. T. Bailey, 24th July.—Manila 17th July, Ballast.—Siemssen & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 3rd, 1901.
Alacrity, despatch vessel, 1,700 tons, 10 guns, 1,000 h.p., Comdr. G. G. F. M. Cndock, Shanghai.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, Shanghai.
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, Woosung.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.
Asura, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Dayly, C.B., Foonchow.
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. Warrender, Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., Woosung.
Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.
British, 3rd-class cruiser, 1,700 tons, 76 guns, 5,600 h.p., Commander Sir Bouchier Wray, Bant, Singapore.
Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. Comdr. E. A. Baird, Foonchow.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. G. Pakenham, Japan.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. T. Lilland, cruising.
Edith, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Captain Slopier, Amoy.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, Wei-hai-wei.
Exe, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Canton.
Glory, 1st-class battleship, 13,500 tons, 16 guns, 13,500 h.p., Capt. Corter, Wei-hai-wei.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Handy.
Hummer, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Shanghai.
Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.
Lionet, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Singapore.
Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut. Comdr. J. C. Watson, Singapore.
Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.
Orlando, 1st-class cruiser, 5,600 tons, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Com. C. P. Mansel, Shanghai.
Phenix, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Capt. Oldham, Canton.
Pique, twin screw, 2nd-class cruiser, 3,000 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.
Plover, 1st class gunboat, 453 tons, 6 guns, 870 h.p., Lieut. Comdr. C. V. de M. Cowper, Shanghai.
Ramblor, surveying ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.
Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut. Com. C. F. Corbett, Shanghai.
Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, Singapore.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Oldham, Yangtze.
Swift, 2nd-class gunboat, 755 tons, 6 guns, 870 h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beatty-Pownall, Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Hongkong.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. Lyne, Wei-hai-wei.
Whiting, twin screw, torpedo-boat destroyer, 60 tons, 6 guns, 6,000 h.p., Lt. Comdr. Mackenzie, D.S.O., Shanghai.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Watson, Kiukiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Rossum, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,735 h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
Zenta, Austrian cruiser, 2,200 tons, Captain Russt, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 35 guns, 9,500 h.p., Captain Yakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 285 tons, 9,000 tons, 8,000 h.p., Capt. Verolovsky, at Tsientsin.

Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elskiy, at Nagasaki.
Borov, Russian gunboat, 1,100 tons, 10 guns, 1,450 h.p., Captain Dolgovskiy, at Taku.
Dimity Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikov, at Taku.
Grigoriyevich, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Korovyev, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Shtemann, at Taku.
Manjurov, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayadnii, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarne, at Nagasaki.
Odyanov, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriano, at Shanghai.
Petrovich, Russian battleship, 12,000 tons, Capt. Greval, at Nagasaki.
Polstava, Russian battleship, 10,600 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rossia, Russian armoured cruiser, 12,400 tons, 22 guns, 14,500 h.p., Capt. Demoloff, at Nagasaki.
Rochytskiy, Russian cruiser, 1,230 tons, 1,780 h.p., 10 guns, Capt. Konaroff, at Singapore.
Rurik, Russian battleship, 10,900 tons, armoured twin screw, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Meleusky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.
Sissio Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Taku.
Sivouch, Russian gunboat, 90 tons, twin screw, 13 guns, 1,200 h.p., Capt. Subatin, at Nagasaki.
Sueaborg, 1st class Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Taku.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguliy, at Taku.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkuff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Fantichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kit, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorostik, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podorostik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skat, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Soschka, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 † Flagship of Vice-Admiral Alexieff.
 † Flagship of Rear-Admiral F. V. Dubosoff.
 † Flagship of Rear-Admiral Renuoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basswitz, at Shanghai.
*** First Bismark**, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Röllmann, at Amoy.
Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.
***** Hansa**, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Amoy.
Helia, German despatch vessel, 2,000 tons, 12 guns, Capt. Rampold, at Woosung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.
Ilisi, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Stahmer, at Canton.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foonchow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gillich, at Amoy.
***** Kurfirst**, Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Woosung.
Luchs, German grabat, 850 tons, 10 guns, Comdr. D. Ehrhard, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstidt, at Shanghai.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Holmeier, at Amoy.
Wurth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. E. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoefner, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.
 † Flagship of His Excellency Vice-Admiral Bendemann.
 † Flagship of Rear-Admiral Geissler.
 † Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut. Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 1,700 tons, Capt. Bathine, at Taku.
Bengali, 2nd class despatch boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd class cruiser, 1,000 tons, 10 guns, 9,000 h.p., Capt. Delavre, at Shanghai.

Chastel, 2nd class cruiser, 1,400 tons, 18 guns, Capt. Espinay St. Luc, at Foonchow.
Comet, gunboat, 600 tons, Capt. Lotie, at Canton.
Decade, gunboat, 690 tons, Capt. Maresubette, at Taku.
*** D'Entrecasteaux**, 1st class cruiser, 8,100 tons, 20 guns, 13,500 h.p., Capt. de Mauroles, at Taku.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 831 h.p., Captain Sauthe, at Shanghai.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Friant, gunboat, 693 tons, Capt. Adam, at Japan.
Guthrie, 1st-class cruiser, 5,000 tons, Capt. Percein, at Shanghai.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
Karsaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Patrol, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Moutet, at Shanghai.
Sfax, 3rd-class cruiser, 1,800 tons, Capt. Vinceni, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 800 h.p., Capt. Mornet, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Boissessat, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Foonchow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forre, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoe, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut. Comdr. A. Mertz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Isis, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleck, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Smith, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Naro, at Manila.
Marietta, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.
Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
Neosho, U.S. cruiser, 4,600 tons, Comdr. McCalla, en route Home.
New York, U.S. cruiser, 4,083 tons, Capt. B. McCullum, at Manila.
Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,005 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.
Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,945 tons, Capt. C. Cantelli, Shanghai.
Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.
Fiermasca, Italian cruiser, Capt. Carlo Negri, Shanghai.
Stromboli, Italian cruiser, 3,800 tons, Captain Cecconi, Shanghai.
Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,620 h.p., Capt. Zeli, at Shanghai.
Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.
Asahi, 1st class, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Mitsu, at Japan.
Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.
Coast Defence Ships.
Matruhama, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.
Isukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.
Hashidama, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.
Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.
Iiyey, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tokoi, at Japan.
Hayes, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.
Cruisers.
Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.
Chikara, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.
Yashima, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.
Naraha, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Kure.